

**COMMISSION ACTION REPORT****TO: Airport Advisory Commission****FROM: Airport Staff****SUBJECT/PROJECT NAME:** Consider Motion to Recommend to the City Council to AUTHORIZE Agreement No. 2000-053A-COS a Lease Amendment between the City of Scottsdale and Blue Fig, L.L.C.**Agenda Item No.:** ____**Meeting Date:** 4/21/04**Staff Contact:** Gary Mascaro, C.M.**Phone:** (480) 312-7612**ACTION**

Airport Advisory Commission considers recommending that the City Council:

AUTHORIZE Lease Amendment #2000-053A-COS for Blue Fig, L.L.C.

PURPOSE

The approval of this lease amendment will allow Blue Fig, L.L.C., to modify their minimum hours of operations from 7:00 A.M. to 5:00 P.M. to 7:00 A.M. to 3:00 P.M. Blue Fig, L.L.C., will continue to have the ability to remain open for business longer than the minimum requirements. The City also reserves the right to require the Blue Fig, L.L.C. to remain open until up to 9:00 P.M. if public demand requires additional hours without an another lease amendment.

KEY CONSIDERATIONS

- Blue Fig, L.L.C. is an established tenant in the Airport Terminal Building since March 31, 2003.
- The amendment will help facilitate the restaurant to close earlier during the slower times of the week and prevent additional unnecessary overhead costs.

Scott T. Gray, C.M. C.A.E.
Aviation Director

Attachment: (1) Lease Amendment No. 2000-053A-COS

Action
Taken

WHEN RECORDED RETURN TO:
City of Scottsdale
One Stop Shop/Records
(Gary Mascaro)
7447 E. Indian School Road, Suite 100
Scottsdale, AZ 85251

C.O.S. Contract No. 2000-053A-COS
(airport restaurant)

FIRST AMENDMENT TO LEASE AGREEMENT

THIS FIRST AMENDMENT TO LEASE AGREEMENT (the "Amendment") is made this ____ day of _____, 2004 by and between the City of Scottsdale, an Arizona municipal corporation ("Lessor") and Blue Fig LLC, an Arizona limited liability company ("Lessee").

W I T N E S S E T H

A. Lessor is the owner of certain real property (the "Property") located at the Scottsdale airport in the City of Scottsdale, Maricopa County, Arizona, and more particularly described on Exhibit "A" attached hereto.

B. Lessor and D'Atti's Gourmet Foods, Inc., an Arizona corporation ("Original Lessee") were the original parties to that certain Lease Agreement dated May 1, 2000 and recorded May 10, 2000 at document No. 00-0357486 of the public records of Maricopa County, Arizona (the "Original Agreement").

C. Lessor is the lessor and Lessee warrants and represents to Lessor to be the successor to the Original Lessee under the Original Agreement.

D. In light of subsequent events and circumstances, Lessor and Lessee have determined that the purposes of the Original Agreement can be better achieved if certain changes are made to the Original Agreement.

E. Undefined terms capitalized in this Agreement have the meanings assigned in the Original Agreement.

NOW THEREFORE, in consideration of the foregoing and the mutual promises and representations contained herein, Lessee and Lessor agree as follows:

1 Change to Hours of Operation. The following changes are hereby made to paragraph 5.5 of the Original Agreement:

1.1 In the first sentence, change "5:00 P.M." to "3:00 P.M."

1.2 Add the following sentence to the end of paragraph 5.5:

Any variation from the required hours of operation shall require Lessor's consent, which Lessor may grant, withhold, or retract from time to time, upon such conditions as Lessor may impose.

2 Recording. Within ten (10) days after the date of this Amendment, Lessee shall cause this Amendment to be recorded in the office of the Maricopa County Recorder.

3 No Further Amendment. Except as expressly amended by specific provisions of this Amendment, the Original Agreement and the parties' respective rights and obligations related to the Original Agreement are not affected by this Amendment.

4 Lessee's Prior Assignees. Lessee warrants and represents that instruments in substantially the form attached hereto as Exhibit "B" (the "Lienholder Consents") have been executed and acknowledged by each person having or claiming a lien or other interest in or under the Original Agreement whereby such persons join in this Amendment and subject and subordinate their interests to this Amendment and all requirements, provisions and conveyances of this Amendment. Such Lienholder Consents shall be attached to and recorded with this Amendment.

EXECUTED as of the date first given above.

Lessee: **BLUE FIG LLC**, an Arizona limited liability company

By: _____
Lan-Vi Tran
Its managing member

City: **CITY OF SCOTTSDALE**, an Arizona municipal corporation

By: _____
Mary Manross, Mayor

ATTEST:

Carolyn Jagger, City Clerk

APPROVED AS TO FORM:

Joseph R. Bertoldo, City Attorney

STATE OF ARIZONA)
) ss.
County of Maricopa)

The foregoing instrument was acknowledged before me this ____ day of _____, 2004 by Lan-Vi Tran, managing member of Blue Fig LLC, an Arizona limited liability company.

Notary Public

My Commission Expires:

STATE OF ARIZONA)
) ss.
County of Maricopa)

The foregoing instrument was acknowledged before me this ____ day of _____, 2004, by Mary Manross, Mayor of the City of Scottsdale, an Arizona municipal corporation.

Notary Public

My Commission Expires:

CONSENT TO FIRST AMENDMENT TO LEASE AGREEMENT

The undersigned, having or claiming a lien or other interest in the leasehold interest under the Original Agreement as defined in the First Amendment to Lease Agreement to which this consent is attached hereby joins in said Amendment and subjects and subordinates its interests to said Amendment and its requirements.

EXECUTED as of the date first given above.

By:
Its:

STATE OF ARIZONA)
) ss.
County of Maricopa)

20. The foregoing instrument was acknowledged before me this _____ day of _____, by _____, _____ of _____, a _____.

Notary Public

My Commission Expires:

**COMMISSION INFORMATION REPORT****TO: Airport Advisory Commission****FROM: Airport Staff****SUBJECT/PROJECT NAME:** Recommended Changes to the Airport Minimum Operating Standards Requiring Additional Reporting and Implementation Measures in the Approved Wash Plan (AWP) for each Mobile Aircraft Washing Services Operator.**Agenda Item No.:** ____**Meeting Date:** 04/21/04**Staff Contact:** Jennifer Lewis**Phone:** (480) 312-7609**INFORMATIONAL**

The Airport Advisory Commission will review proposed changes to the Airport Minimum Operating Standards.

PURPOSE

The proposed changes to Section 7-10 of the Airport Minimum Operating Standards will (1) modify the Approved Wash Plan (AWP) requirements; (2) require a copy of the AWP to be on-site at each wash location; and (3) request a list of washed aircraft to be attached to monthly billing payment.

KEY CONSIDERATIONS

- Discussions were held with aircraft washing services operators to address concerns about operating standards for mobile aircraft washing services.
- The proposed changes to the Airport Minimum Operating Standards reflect the outcome of the discussions.
- Mobile aircraft washing services operators receive a significant amount of "on-call" requests, which make it difficult to meet the existing requirements for site maps, and advance lists of individuals/companies contracted for washing services.
- Wash water containment and removal, and waste water disposal standards were clarified to eliminate confusion.
- A list of aircraft washed submitted monthly with the billing payments will provide a more accurate record for tracking purposes than the advance list that was is currently required.
- A requirement was added for Approved Wash Plans to be on-site at each wash location.

Scott T. Gray, C.M., C.A.E.
Aviation Director

Attachment: 1) Recommended Airport Minimum Operating Standards Section 7-10 Changes.

Section 7-10. Mobile aircraft washing services

Mobile aircraft washing services operators engage in the cleaning, detailing and/or washing of aircraft either for the general public or for individual businesses. Aircraft washing is restricted to designated wash rack/pad areas and/or other areas permitted under an Approved aircraft W-washing Plan (AWP) and shall be performed in accordance with Sections 2-11 ~~and 2-12~~ of the Airport Rules and Regulations. Operators providing mMobile aircraft washing services~~—operators—~~ shall meet the following standards:

(a) Submit and receive approval of an aircraft washing plan that contains the following information:

1. Name of individual/company conducting washing services, contact name and phone number.

~~2. List of individuals/companies contracting for washing services; or list of aircraft to be washed, including FAA registration numbers, makes, and models of aircraft.~~

~~3. A site map of the area in which washing will occur. The site map must~~shall~~contain the following.~~

~~a) An outline of the washing location to include location of runoff control structures.~~

~~b) Approximate distance (in feet) from washing area to nearest drain(s).~~

~~c) Reference to buildings, terminal, roads, etc.~~

~~d) North arrow.~~

4.2. A detailed description of washing method/operation, including the following details:

a) Wash water containment method(s), (ramp scrubber, berms, tarpse~~containment~~, containment boom, dry, etc.).

b) Amount of water used per wash and frequency of operation.

c) Name and amount of chemical(s) used per wash. And

d) If “dry” washing or waxing/coating operations are conducted, provide affirmation that tarps, vacuum system and/or sweeping will be used to collect residual material for its proper disposal and to protect the ramp (if applicable). Operators must properly dispose of “dry” wash materials and/or residual waste.

~~d) If “dry” washing or waxing/coating operations are to be conducted provide affirmation that tarps will be used to collect residual material for its proper disposal and protect the ramp (if appropriate).~~

e) -Material safety data sheets (MSDS) for all chemicals to be used.

6.3. Method of disposal of retrieved wash/waste water. If water is to be disposed of on airport property the following steps ~~must~~shall be taken:

a) Disposal of wash/waste water ~~must~~shall be done through an oil/water interceptor in-to the sanitary sewer system. At no time is wash/waste water to be disposed of in storm water drainage or dirt/grass areas.

b) Approval for the discharge of wash/waste water on airport property ~~must~~shall be obtained from the airport director. ~~An~~The approval letter ~~must~~shall be included in the AWPfinal washing plan, and be accessible on-demand each time disposal is conducted on airport property.-

~~(b) (b)~~ A copy of the AWP shall be on wash site at all times while aircraft washing activities are performed, and shall be accessible to the airport director on-demand.

~~(c)~~ On or before the 20th day of each month, the operator shall provide the airport director with a complete list of individuals/companies contracting for washing services and/or all aircraft washed during the immediately preceding month, including date service was provided, aircraft owner, FAA registration number, make and model of aircraft.

~~(d)~~ A mobile aircraft washing services operator shall at all times maintain in effect the types and minimum amounts of insurance, and contain provisions cited herein for any of its activities at the airport that may be covered by such insurance specified in section 4.

~~(e) (e)~~ The operator shall pay fees as prescribed by lease, license, permit or agreement. At a minimum an operator shall pay the greater of twenty-five dollars (\$25.00) per month or a monthly aeronautical business permit fee of two and one-half (2 1/2) percent of gross income from the operator's sales.

**COMMISSION INFORMATION REPORT****TO:** Airport Advisory Commission**FROM:** Airport Staff**SUBJECT/PROJECT NAME:** Recommended Changes to the Airport Rules and Regulations Pertaining to Aircraft Washing and Wastewater Disposal.**Agenda Item No.:** ____**Meeting Date:** 04/21/04**Staff Contact:** Jennifer Lewis**Phone:** (480) 312-7609**INFORMATIONAL**

The Airport Advisory Commission will review proposed changes to the Airport Rules and Regulations.

PURPOSE

The proposed changes to the Airport Rules and Regulations will require (1) all aircraft washing to be conducted at approved wash racks/pads, or by mobile aircraft washing services operators at a minimum distance of 50 feet from storm drains or dirt areas unless wash water is contained and removed; (2) require aircraft maintenance hangars be equipped with oil/water separator; and (3) restrict waste water disposal to sewer or sink drains only.

KEY CONSIDERATIONS

- Aircraft washing is a source of environmental contamination and pavement deterioration.
- The proposed changes address the most frequently observed offenses, and meet the requirements of the Arizona Department of Environmental Quality.
- Discussions were held with aircraft washing companies regarding the impacts of the proposed changes to their business practices, and there are no foreseen negative impacts resulting from these proposed changes.
- Aircraft washing and waste water disposal issues are expected to be resolved with these proposed changes.

Scott T. Gray, C.M., C.A.E.

Aviation Director

Attachment: 1) Recommended Airport Rules and Regulation Changes:

- a) Section 2-11
- b) Section 2-12
- c) Section 2-21
- d) Section 2-24

~~Section 2-10. Aircraft maintenance areas.~~

~~Aircraft maintenance shall only be conducted in areas designated by the airport director and shall only be used for preventative aircraft maintenance and in accordance with the posted rules at each maintenance area. Major aircraft alterations and repairs shall only be conducted in designated aircraft maintenance areas with prior written approval of the airport director.~~

~~Section 2-11. Aircraft washing~~City-owned wash racks.

(a) All aircraft washing shall be conducted in accordance with posted rules, with biodegradable soap, and without the use of solvents or degreasers, only:

1) At approved wash racks/pads, or

2) ~~The city-owned wash racks~~By mobile aircraft washing services operators in accordance with their Approved Wash Plan (AWP).

(b) City-owned wash racks/pads shall only be used for the purposes of aircraft washing and polishing, or preventive aircraft maintenance, where permitted. All washing of aircraft shall be done in accordance with posted rules, with biodegradable soap, and without the use of solvents or degreasers.

(c) Runoff shall be collected and properly disposed of in a manner acceptable to the airport director, in accordance with all federal, state, county and local law.

(d) In no case shall aircraft washing be conducted within fifty (50) feet of storm water drainage or dirt/grass areas without containment (berm, tarp, etc.), nor shall wash/waste water be disposed of in storm water drainage or dirt/grass areas.

~~Section 2-12. Private wash racks.~~

~~Privately owned wash racks shall be used for purposes of washing and polishing aircraft and any other purpose approved by the city. All washing of aircraft shall be done in accordance with posted rules, with biodegradable soap and without the use of solvents or degreasers. Runoff shall be collected and properly disposed of in a manner acceptable to the airport director, in accordance with all federal, state, county and local law.~~

Section 2-21. Aircraft maintenance~~Major aircraft alterations and repair.~~

Aircraft maintenance shall only be conducted in areas designated by the airport director and shall only be used for preventative aircraft maintenance and in accordance with the posted rules at each maintenance area. Major aircraft alterations and repairs are prohibited on the airport except in hangars, where it can be demonstrated that the area of alterations and repairs is equipped with oil/water interceptors into the sanitary sewer system, or other preventative measures are taken as approved by the airport director, and are conducted:

- (a) By a person holding a valid aeronautical business permit for such activity; or
- (b) By the owner of the aircraft with an approved aircraft maintenance permit under the provisions provided in these regulations.

Section 2-24. Waste containers and disposal.

All airport tenants, users, or visitors shall dispose of all waste in the appropriate waste containers. Types of waste containers and their locations shall be designated by the airport director and no other containers or areas shall be used. Containers for recyclable materials shall be used in strict accordance with the rules posted for such use. Waste water shall not be disposed of in storm water drainage or dirt/grass areas under any circumstances. Waste water shall may only be disposed of in sanitary sewer or sink drains, unless the waste water contains petroleum or hazardous materials. No petroleum products, industrial waste matter or other hazardous materials shall be dumped or otherwise disposed of except in accordance with local, county, state and federal law, including, but not limited to, the Arizona Hazardous Waste Management Act, A.R.S. § 49-901 *et seq.*, the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 *et seq.*, the Toxic Substances Control Act, 15 U.S.C. § 2601 *et seq.*, and the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. § 9601 *et seq.* Any hazardous material shall be the responsibility of the originator under all applicable law.

**COMMISSION INFORMATION REPORT****TO: Airport Advisory Commission****FROM: Airport Staff****SUBJECT/PROJECT NAME:** Airpark Development and Construction Quarterly Update.**Agenda Item No.:** ____**Meeting Date:** 04/21/04**Staff Contact:** Gary Mascaro, C.M.**Phone:** (480) 312-7612**INFORMATIONAL**

A briefing regarding the proposed and in-progress hangar/office/warehouse development adjacent to the airpark taxilanes.

PURPOSE

The Scottsdale Airport monitors proposed and in-process development adjacent to the airpark taxilanes to minimize construction impacts on aircraft operations and ensure compliance with Airport Grant Assurances and other regulations.

KEY CONSIDERATIONS

- The airport staff in consultation with the Development Services Department reviews development adjacent to the airpark taxilanes for compliance with the Airpark Design Guidelines, Airpark Rules and Regulations and Airpark Minimum Operating Standards.
- Airport Grant Assurances require airport sponsors to regulate off-airport through-the-fence aeronautical activity, ensure airspace protection, and land use is compatible with airport operations.
- Consultation with private developers during design has resulted in development that better accommodates both aeronautical and non-aeronautical uses, improved levels of aeronautical safety through appropriate design and landscaping, and enhanced coordination with the Scottsdale north-airpark property owner association (SNAPOA).

Scott T. Gray, C.M., C.A.E.
Aviation Director

Attachments: (1) Airport Area Development Update matrix & map

AIRPORT AREA DEVELOPMENT UPDATE: 1/14/04

	<u>PHASE</u>	<u>LOCATION</u>	<u>STATUS</u>
	<u>UNDER CONSTRUCTION</u>		
1.	Aerohead Aviation – Private hangar/office	Greenway Road – Gate 1	Anticipated Project Completion – 6 to 8 weeks.
	<u>FINAL PLANS</u>		
2.	McClain Drive Hangars – Four hangars with offices	McClain Drive – Gate 6	Site plan approval by D.R.B. Start of construction unknown.
	<u>DR BOARD/PLANNING COMMISSION/CITY COUNCIL</u>		
3.	Pinnacle Air Group – Private hangar/office	82 nd Street – Gate 5	Site Plan has been delayed for D.R.B. approval.
	<u>PRE-APPLICATION</u>		
4.	Avalon Aviation Center - Eight private hangars with offices	82 nd Street – Gate 5	Re-submittal - Final plans not yet approved. Start of construction unknown.
5.	Brainwash Hangars – Hangar/Office facility looking to add an extension on the east side.	Greenway Road – Gate 1	Pre-application submitted Site Plan not yet approved. Start of construction unknown.
6.	Keekor Hangars – Five hangars with offices	78 th Way – Gate 4	Pre-application submitted Site Plan not yet approved. Start of construction unknown.

Airpark Development/Construction Update, 4/21/04





COMMISSION INFORMATION REPORT
TO: Airport Advisory Commission
FROM: Airport Staff
SUBJECT/PROJECT NAME: March 2004 Noise Report.

Agenda Item No.: _____

Meeting Date: 04/21/04

Staff Contact: Jennifer Lewis

Phone: (480) 312-7609

INFORMATIONAL

Staff will provide a review of the March 2004 Noise Report.

Scott T. Gray, C.M., C.A.E.
Aviation Director

Attachment(s): (1) March 2004 Noise Report
(2) March 2004 Noise Correspondence

Attachment 1)

**Copies of the March 2004 Noise Report
will be provided at the Commission Meeting.**



Aviation Division

15000 N. Airport Drive, Suite 200
Scottsdale, AZ 85260

PHONE 480-312-2321
FAX 480-312-8480
WEB www.ScottsdaleAZ.gov/airport

March 19, 2004

Dr. Scott Calev, DDS
7540 E. Jenan Drive
Scottsdale, AZ 85260

Re: Requested Information from March 9, 2004. Meeting

Dear Dr. Calev:

It was a pleasure meeting with you on March 9, 2004, to discuss the questions you raised about aircraft operations and the noise abatement program employed at Scottsdale Airport (SDL). The Scottsdale Airport Community Watch list you provided during our meeting was helpful to focus on your "top 20" concerns.

While much of our meeting discussion addressed the issues you included on your list, we also engaged in topics that required follow-up such as acquisition of a flight tracking system, and development of a "volunteer" pilot ambassador program. This letter addresses those topics, and the enclosures provide the additional information you requested.

As you know, the City Council Subcommittee on Regional Aviation Issues and the Airport Advisory Commission met in November 2003 and voted against pursuing a flight tracking system at that time. The basis for their decision is included in the meeting minutes (enclosed). Further efforts to acquire a flight tracking system are on hold, however, the issue may be revisited once installation of a north valley radar (ASR11) is completed. The best information available for the installation of the ASR11 is that the project is tentatively scheduled for 2006. Not only will the ASR11 improve radar coverage for SDL, but it will also improve efficiency of aircraft spacing for the north valley region.

The implementation of a "volunteer" pilot ambassador program would be challenging since it would require dedicated staff to develop, implement and monitor the program. Staff resources at this time are limited; therefore, further consideration of this program is needed and will have to be discussed internally. Pilot and community outreach is a vital element to our existing programs. Please be assured that we continually evaluate and work to improve those programs to greatest extent that our resources will allow.

The other enclosed information illustrates the general flight routes and directions; noise rules and guidelines provided to pilots and airport users; and the FAR Part 150 Study fact sheet outlining the upcoming workshop and history of Scottsdale Airport's previous FAR Part 150 Study efforts.

As a reminder, the flight routes and procedures outlined in the enclosed documents are provided to pilots and community members for information purposes only. The FAA has sole jurisdiction over aircraft in flight; and SDL is not authorized to modify flight routes or procedures, nor can SDL staff issue violations to aircraft operators who generate noise complaints or operate outside the guidelines provided. SDL staff works closely with the FAA on aircraft operating issues each month in order to minimize the negative impacts of aircraft flying outside the established guidelines. Community members, such as you, may contact FAA to discuss aircraft issues by calling (480) 419-0111 during regular business hours.

Your efforts to assist and communicate with Airport staff regarding the noise abatement program and community outreach shows your commitment and support for Scottsdale Airport.

Please let me know if you have additional questions about the information provided.

Sincerely,



Jennifer M. Lewis
Aviation Planner

Enclosures

cc: Airport Advisory Commission; City Council Subcommittee on Regional Aviation Issues



UNIVERSAL HELICOPTERS

Redefining Excellence in Aviation

16th March 2004

City of Scottsdale
Aviation Division
15000 N Airport Dr
Suite 200
Scottsdale
AZ 85260

Scottsdale Airport Operations

Scottsdale Airport Voluntary Curfew Program

Thank you for your letter of March 4th drawing to our attention the arrival of our Helicopter N333UH at 2235hrs on the evening of February 24th.

Universal Helicopters is well aware of Scottsdale Airport's "Pilot Good Neighbor Pledge" to avoid flight during "quiet" hours whenever possible, 10:00 p.m. to 6 a.m., and we do our very best to comply with this request. We do not land or depart Scottsdale Airport during quiet hours except under very unusual circumstances and to our knowledge only three times in the last four years.

All our instructors and pilots have been asked to sign and return the "Good Neighbor Pledge" and we have issued a note to all our staff on the Scottsdale departure and arrival routes following a recent meeting between Jennifer Lewis and Universal. We are happy to assist and to "fly neighborly" as part of Scottsdale Airport's noise abatement program.

Sincerely,

George McNeil
Chairman & CEO
Universal Helicopters Inc.

3333 E. Spring Street : Suite 132 : Long Beach, CA 90806 : 562 595-6446 : Mobile 602 469-2258
14700 N. Airport Drive : Suite 100 : Scottsdale Airport, AZ 85260 : 480 951-6283 : Fax 480 951- 6285
3421 West Mike Jense Parkway: 2nd Floor: Provo, UT 84601 : 801 377-0055
WWW.UNIVERSALHELI.COM

Dan Lucas

8757 E Sharon Dr.
Scottsdale, AZ 85260
(480) 315-0513

March 16, 2004

Ms. Jennifer Lewis
Aviation Planner
Scottsdale Airport
15000 N Airport Drive, Suite 200
Scottsdale, AZ 85260

RE: Helicopter Noise Concerns

Dear Ms. Lewis,

Thank you for responding to my helicopter noise concerns. I appreciate your information and explanations. I also appreciate your offer to attend the March 31, 2004, FAR Part 150 Study workshop, but unfortunately I will be traveling overseas during this time and will not be able to attend.

There are a couple of points of my noise concerns that I would like to address with you. As you state in your letter of March 12, 2004, there have been over 1,000 complaints that I have registered since January 2003. The number of noise complaints filed are only during those times that I am at my residence. I am certain there are many more overflights during the course of the day when I am not at my residence. Since January 1, 2004, I have filed over 650 aircraft noise complaints, 180 during January 2004, 300 during February 2004, and 170 as of March 15, 2004. In my opinion, these numbers of overflights that take place directly over my rooftop are excessive for a residential property that is not located at either end of an airport runway. This is the basis for my aircraft noise complaints. Not that there are overflights, but rather the quantity of overflights.

As an example, every morning, Monday-Friday, between the hours of 5:45am-9:00am, numerous helicopters depart and return to the airpark, directly over my rooftop. Then again, in the evening, between the hours of 4:00pm-7:00pm, this process is repeated. The worst offenders of these daily overflights are News Channel 3 and 12. I have also complained to each TV station as well on this matter. Sometimes I feel that certain pilots may fly directly over my rooftop at a lower than normal altitude in retaliation of these filings.

As helicopter pilots have a 360 degree ability to arrive and depart from the Scottsdale airpark, I question why so many flights must fly directly over my rooftop every weekday. Once again, it is a question of the quantity of overflights.


If helicopter pilots do use the Point Pima departure/arrival route they do not fly directly over the 101 to the Pima Point flight route turning west at the Raintree/101 point to approach the airpark. They instead fly directly west of the 101, cutting the corner south of Thunderbird, which is directly over my rooftop. Because helicopter fly lower than 500 feet, the noise they generate can shake windows and make it impossible to have a conversation outside, especially when on the phone. When inside, the noise helicopters generate can actually drown out the audio of the television as they pass overhead.

One other noise issue I have is with single engine prop airplanes. I have read that there are many complaints associated with older planes that emit loud engine noises. Even at 1000 feet, this noise can be very intruding. On weekends when there are less helicopter flights arriving and departing the Scottsdale airport, there seems to be an increase in these loud single engine prop planes that are routed over my residential area. I think a municipal airport location within such a large residential area as Scottsdale is, these older noisier prop planes should be restricted. This may have been acceptable when there was less residential housing built up around the airport, but things have changed, and so should the noise level of certain types of aircraft. Once again, if the noise was just once in awhile it could be tolerated, but it is a question of the quantity of overflights.

I would like it to go on record that I am not an advocate for closing the Scottsdale airport. I would just like to see better traffic control management of these constant repeat overflights directly over my rooftop. Since these types of flights cannot fly at higher altitudes, which would help decrease the noise level, then spreading out their departure/arrival routes so that so many do not directly pass over my rooftop would assist in cutting down the constant noise.

Any corporation you can assist in this matter would be greatly appreciated.

Sincerely



Dan Lucas



Aviation Division

15000 N. Airport Drive, Suite 200
Scottsdale, AZ 85260

PHONE 480-312-2321
FAX 480-312-8480
WEB www.ScottsdaleAZ.gov/airport

March 12, 2004

Mr. Dan Lucas
8757 E. Sharon Drive
Scottsdale, AZ 85260

Re: **Helicopter Noise Concerns**

Dear Mr. Lucas,

Thank you for your email dated February 25, 2004, which clearly states your concerns about noise generated by helicopters.

Scottsdale Airport (SDL) records indicate that since January 2003 you have registered over 1,000 complaints specifically addressing helicopters over flying your area. In addition, you have filed numerous complaints with the various news media organizations that operate helicopters in this region.

It is important to note that helicopters operating in and out of SDL utilize routes and procedures established by the Federal Aviation Administration (FAA). Airport staff does not have jurisdiction over helicopters in flight; however, staff does work closely with helicopter operators based at SDL to address noise and operating concerns expressed by the communities surrounding SDL.

Examples of the on-going efforts include development of a helicopter pilot guide, an updated helicopter letter of agreement, and regular coordination meetings with SDL, helicopter operators and the FAA Air Traffic Control Tower representatives.

In your email you referred to an "Avoid Repeated Overflight" area. While there are noise sensitive residential areas located on all sides of SDL, there is no established area where overflights are prohibited. Helicopter operators as well as fixed-wing aircraft operators are encouraged to operate over roads and freeways whenever possible as a courtesy. Additionally, whenever aircraft need to fly over residential areas, they are asked to fly as high as safely possible.

Aircraft altitudes at SDL are assigned based upon the type of aircraft being flown. Some considerations used to establish these assigned altitudes are based upon aircraft performance and maneuverability. Helicopters are assigned 500 feet above ground or lower in order to maintain safe separation from the fixed-wing propeller-driven aircraft assigned to 1,000 feet. Jets are assigned 1,500 feet above ground.

Altitudes and routes for aircraft inbound and outbound from SDL are controlled by the FAA Air Traffic Control Tower (ATCT) from the surface to 2,400 feet above ground, and out to a radius of 4.4 miles from SDL. Your home is located within this controlled airspace area, and aircraft operating in the vicinity of your neighborhood are being directed by ATCT.

Mr. Dan Lucas
March 12, 2004
Page 2

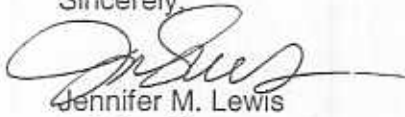
While the north valley airspace is congested with aircraft activity, and aircraft in flight are beyond the jurisdiction of the City of Scottsdale, the fact is that the Airport staff have and continue to work diligently on communicating with pilots, proactively seek ways to reduce noise impacts on its neighbors, and enforce the noise abatement rules currently in effect.

The Federal Aviation Regulations Part 150 support a voluntary effort to evaluate and recommend measures to reduce aircraft noise impacts through aircraft operating procedures and land use planning. Currently, a FAR Part 150 Study is being conducted by Coffman Associates on behalf of the City of Scottsdale. The Study takes approximately 14 months to complete, and solicits participation from community members as well as all Scottsdale Airport stakeholders through a series of public workshops.

The next FAR Part 150 Study workshop will be held on Wednesday, March 31, 2004 from 6-8 p.m. at Grayhawk Elementary School cafeteria. The school is located at 7525 E. Grayhawk Drive in Scottsdale. In light of your interest in helicopter activity, I hope you will consider attending.

Please let me know if you have any additional questions regarding the information I have provided you.

Sincerely,



Jennifer M. Lewis
Aviation Planner
Scottsdale Airport

cc: Mary Manross, Mayor, City of Scottsdale
Airport Advisory Commission
City Council Subcommittee on Regional Aviation Issues

March 11, 2004

Pinnacle Peak RMS

Mr. Scott Gray
Aviation Director
City of Scottsdale
15000 N. Airport Drive, 2nd Floor
Scottsdale, AZ 85260

Dear Scott:

We would like to thank you so much for your time last Friday at our Pinnacle Peak RMS Meeting

Your talk gave us valuable information, and you were able to answer many important questions that our members had.

Please extend our thanks to Jennifer Lewis I know there was a lot of work involved in putting all your informative hand-outs together.

We would welcome the opportunity to have you present to our group again in the future.

Regards,

A handwritten signature in dark ink, appearing to be "Jane", written in a cursive style.

PILOT INSURANCE CENTER



March 4, 2004

Sent Via Facsimile (480) 312-8480

City of Scottsdale
Aviation Division
15000 North Airport Drive
Scottsdale, AZ 85260

To Whom It May Concern:

I am writing in response to the Voluntary Curfew Letter that I received dated December 05, 2003 referencing my use of your airport on November 05, 2003 at 0026 hours.

Had your letter been prompted by a legitimate noise complaint I might understand however I remember the approach in question and noise was not an issue. I was held at a high altitude by ATC until actually cleared for the approach to Runway 21. I conducted the entire approach and arrival with the engine at idle and the prop at low rpm (basically gliding to the runway). The loudest noise would have been the tires squeaking on the runway.

Like most pilots I am sensitive to noise issues faced by airports that have had *communities built around them*, in fact I myself live one block from the Addison Airport (ADS) north of Dallas and my office is on the field. Addison has approximately 170,000 operations annually and like Scottsdale is one the busiest single-runway airports in the nation. I have never made a noise complaint and could not imagine doing so since I made the decision to live and work there.

In reviewing your website I see your airport was established in 1942. I am curious how many of your "neighbors" lived in their homes prior to that date - my guess is none. In other words they moved near the airport, it did not move near them. It never ceases to amaze me how certain people knowingly move near an airport and then complain about aircraft noise. Unfortunately it is obvious that the airport has decided to appease these activists rather than to stand up to them.

I am not going to list the many economic benefits that an airport brings to a community but in looking at my expense report I personally spent over \$5,500.00 during my brief visit to your community. I have another conference scheduled for Troon North this Sunday March 7th and as a result of your letter will land at Deer Valley and drive the extra distance. Be assured that not only will I curtail the use of your airport during the voluntary curfew times I intend to curtail my use of your airport altogether. My only regret is that until I received your letter I was always impressed with your airport and felt the service was excellent at Corporate Jet.

Feel free to forward a copy of my response to your Council Aviation Subcommittee and your Airport Advisory Commission.

Sincerely,

William J. Fanning
President



COMMISSION INFORMATION REPORT
TO: Airport Advisory Commission
FROM: Airport Staff
SUBJECT/PROJECT NAME: Pilot/Community Outreach Update.

Agenda Item No.: _____

Meeting Date: 04/21/04

Staff Contact: Jennifer Lewis

Phone: (480) 312-7609

INFORMATIONAL

Staff will provide a review of the Pilot/Community Outreach Program.

Scott T. Gray, C.M., C.A.E.
Aviation Director

Attachment(s): (1) Pilot/Community Outreach Program Update – April 2004

PILOT/COMMUNITY OUTREACH PROGRAM UPDATE

April 2004

Pilot Education/Outreach

1. Mandatory Noise Abatement Training

Purpose: Request the FAA to provide guidance regarding “mandatory” noise abatement training.

Status: FAA indicated that mandatory training for based tenants is permissible. Training must include security and safety, in order to include noise abatement. Staff drafting the training program specifics. This item will be combined with #3 below.

2. Mandatory Regulation Enforcement

Purpose: City attorney to provide opinion on legal authority for mandatory regulations, vis-à-vis FAR Part 161.

Status: City Attorney’s office indicated that mandatory regulations must be evaluated and approved through a Part 161 process. The FAR Part 150 Study will be analyzing feasibility of a FAR Part 161 Study.

3. Educational Video/CD ROM, Kiosks

Purpose: Examine the possible FAA grant funding for a pilot education video and kiosks.

Status: The educational video is currently in the production stage, and filming will begin this month.

4. Stage 2 Operator Outreach

Purpose: Awareness letters are sent to Stage II aircraft operators on a monthly basis to inform them of the community concerns and ask that they fly as neighborly as possible. Pilot pledges are mailed with each letter.

Status: Beginning in September, letters are being sent to registered owners of Stage II aircraft that operate each month. Pilots of these aircraft have responded via telephone and by submitting pilot “good neighbor” pledges.

5. Major Transient Operator Communication

Purpose: To provide noise abatement education directly with major transient operators.

Status: Staff will contact each major operator to setup meetings with Chief Pilots/Training Officers after the educational video is completed.

6. Voluntary Curfew Outreach (10:00 p.m. – 6:00 a.m.)

Purpose: Awareness letters are sent each month to encourage trip reduction during “quiet” hours.

Status: Beginning in June 2003, letters are sent to registered owners of aircraft that operated during the voluntary curfew time. Pilots of these aircraft have responded via telephone and by submitting pilot “good neighbor” pledges.

7. FAA Wings Seminar Presentations

Purpose: Support staff's ongoing pilot education efforts through sponsoring FAA seminars.

Status: Staff is continuously working with FAA on this program. Staff attended the March 2004 safety seminar and will host a safety seminar in September 2004.

8. ATIS Broadcasts

Purpose: To request that the FAA revise the existing noise abatement broadcast on ATIS or explore other "ATIS-like" automated broadcasts.

Status: ATIS includes a statement that noise abatement procedures are in effect. Staff will pursue additional broadcasts during monthly FAA coordination meetings.

9. Random Field Observations

Purpose: Request FAA approval for observation of "Brite" scope radar for altitude monitoring & education, and request "Brite" scope feed at terminal.

Status: Staff had conversations with FAA for a "Brite" scope feed to the terminal, and FAA indicated that an additional feed is not available for the terminal. Staff will follow-up with a formal written request to the Tracon Manager.

10. "Targeted" Pilot Guides – Jet, Prop, Helicopter

Purpose: To provide aircraft type specific pilot guides.

Status: The jet and prop pilot guides are being evaluated under the ongoing FAR Part 150 Study process. Staff is working with helicopter operators and the FAA to develop a helicopter pilot guide to match an updated letter of agreement (LOA) that is currently undergoing FAA review.

11. Pilot "Good Neighbor" Pledge

Purpose: To document pilot support for Scottsdale Airport's noise abatement and community outreach programs, and generate increased pilot awareness and encouragement to operate neighborly.

Status: Pledges are mailed with each monthly Stage II and Voluntary Curfew Awareness letter, provided on the Airport Web Site, distributed to flight schools at the surrounding general aviation airports, and given to pilots at flight seminars and conferences. To date, 193 pledges have been returned.

12. Noise Abatement Recognition Program

Purpose: To recognize pilots, individuals, residents, flight schools and organizations that demonstrated outstanding commitment and contribution to Scottsdale Airport's Noise Abatement/Pilot Education efforts.

Status: Staff to draft program specifics. Staff will present a developed program to the Airport Commission later this year.

Community Education/Outreach

1. Channel 11 Video

Purpose: Produce education video about Scottsdale Airport and broadcast regularly. Broadcast AOPA "Fly Friendly" video regularly, explore other outreach efforts via Channel 11.

Status: Internal staff meetings to prepare script for video. Coordination with CAPA for filming and finalizing script and content.

2. Property transfer notification – fair disclosure

Purpose: Explore possibility of requiring disclosure of City facilities and flight paths.

Status: Staff and City Attorney's office reviewing possible options. Incorporated notification was included in recent DC Ranch development.

3. General Airport Notice – directional signage

Purpose: To place directional signage throughout the community surrounding the airport to indicate directional information and notification that an airport is located nearby.

Status: The first phase of this program was completed to the east of the airport. Sign locations for phase two were sited in areas south, north, and west of the airport. Approximately 20 signs were ordered in February, and installation is in process. The next phase will target DC Ranch area during summer 2004. Staff is exploring "low aircraft" signage in the vicinity of the airport.

4. Tower Frequency Broadcast via Internet

Purpose: Broadcast Tower frequency via Internet for improved community information.

Status: Staff contacted local vendor to provide service, and www.squawkvfr.com is currently in service.

5. Flight Tracking Systems

Purpose: To obtain flight-tracking system to improve community awareness & reporting.

Status: One response to the RFP was received in September 2003; City Council Subcommittee on Regional Aviation Issues and Airport Advisory Commission voted not to forward to city council consideration of a flight tracking system in November 2003; and the \$60,000 CIP Budget for a flight tracking system was requested to be transferred to the operating budget for FY 2004/05 to assist in supporting the community outreach program.

6. FAR Part 150 Study

Purpose: To evaluate existing and future noise influences and noise abatement alternatives, and provide recommendations for further reduction of aircraft noise impacts on the surrounding community.

Status: FAA grant funding received and City Council approved. Study began in August 2003; the first public workshop was held in October 2003; the second public workshop was held in March 2004; there are two remaining workshops have not yet been scheduled; and the completion of the study as well as the public hearing is tentatively scheduled for November 2004.

7. Friendly Flight Forums

Purpose: To encourage periodic educational opportunities for pilots to communicate with interested members of the community on physics of flight, aircraft parts, familiarization of procedures, and “see and touch” aircraft.

Status: Staff is working on development of this program.

8. Homeowner Association (HOA) Outreach

Purpose: To meet with interested homeowner associations to discuss Scottsdale Airport programs, operating facts, and any Airport points of interest to individual HOAs.

Status: Letters were sent to 224 HOAs on February 24, 2004, indicating airport availability to present at their meetings. To date, two HOAs requested presentations.



COMMISSION INFORMATION REPORT
TO: Airport Advisory Commission
FROM: Airport Staff
SUBJECT/PROJECT NAME: Review of Airport Operations for March 2004.

Agenda Item No.: ____

Meeting Date: 04/21/04

Staff Contact: Chris Read

Phone: (480) 312-2674

INFORMATIONAL

Review of Airport Operations at Scottsdale Airport.

PURPOSE

The purpose of this item is to keep the Airport Advisory Commission more informed of the day-to-day activities taking place at the City's airport.

OPERATIONAL UPDATE

Total Operations for March 2004 = 17,479

ALERTS

Date and Time	Type	Description
March 17 th / 08:00 hrs.	Alert 1	Cessna 172, Loose manifold bolt

INCIDENTS

Date and Time	Description
March 1 st / 04:50 hrs.	Smoke in Terminal Building, A/C Motor problem.
March 4 th / 08:47 hrs.	Cessna off Alpha Taxiway, damaged taxiway light.
March 10 th / 06:37 hrs.	Piper Navajo off Bravo Taxiway, brakes locked, no damage.
March 15 th / 09:15 hrs.	Beech Baron, hit runway end light.
March 16 th / 22:45 hrs.	Small Fuel spill, aircraft equipment problem.
March 17 th / 09:15 hrs.	Helicopter FODs out Alpha Taxiway.
March 19 th / 09:10 hrs.	Vehicle crashed into perimeter fence, driver with medical problem.
March 20 th / 12:18 hrs.	Aronca Champ aircraft off runway, brake problem.
March 24 th / 13:30 hrs.	Citation Jet, blown tire on landing.
March 26 th / 11:30 hrs.	Vehicle hits gate at N. Airport Drive.
March 30 th / 09:47 hrs.	Piper Seneca, brakes locked at A1 taxiway before takeoff.

Scott T. Gray, C.M., C.A.E.
Aviation Director

Item 20

Action – Subcommittee

Review/Modify Subcommittee 2004 Meeting Schedule.

**SCOTTSDALE CITY COUNCIL
SUBCOMMITTEE ON REGIONAL AVIATION ISSUES
2004 SCHEDULE OF REGULAR MEETINGS**

Date and Location

JANUARY	21	Cancelled
FEBRUARY	18	Via Linda Senior Center
MARCH	17	Cancelled
APRIL	21	Airport Terminal Building
MAY	19	Kiva Conference Room
JUNE	16	Via Linda Senior Center
JULY	21	Kiva Conference Room
AUGUST	18	Via Linda Senior Center
SEPTEMBER	15	Kiva Conference Room
OCTOBER	20	Via Linda Senior Center
NOVEMBER	17	Kiva Conference Room
DECEMBER	15	Via Linda Senior Center

**COMMISSION ACTION REPORT****TO: Airport Advisory Commission****FROM: Airport Staff****SUBJECT/PROJECT NAME:** Review/Modify Airport
Advisory Committee Meeting Schedule.**Agenda Item No.:** ____**Meeting Date:** 04/21/04**Staff Contact:** Scott Gray, C.M.**Phone:** (480) 312-7735**ACTION**

Review Airport Advisory Commission Meeting Schedules for 2004.

PURPOSE

Pursuant to By-Laws Laws of the Scottsdale Airport Advisory Commission, Section II – paragraph 202 – Regular Meetings shall be held on the second Wednesday of each month immediately following the study session, unless otherwise scheduled by majority vote of its members. In the event the Commission desires not to hold the preceding study session, the regular meeting shall begin at 6:00 p.m., unless otherwise scheduled by majority vote of its members.

Scott T. Gray, C.M., C.A.E.
Aviation Director

Attachments: (1) Airport Advisory Commission Schedule of Meetings - 2004

Action
Taken

SCOTTSDALE AIRPORT ADVISORY COMMISSION

SCHEDULE OF REGULAR MEETINGS

2004

JANUARY 14

FEBRUARY 11

MARCH 10

~~APRIL 14~~ CANCELLED

APRIL 21 Joint Meeting with City Council
Subcommittee on Regional Aviation
Issues.

MAY 12

JUNE 9

JULY 14

AUGUST 11

SEPTEMBER 8

OCTOBER 13

NOVEMBER 10

DECEMBER 8